



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

September 24, 1999

### **H.R. 2910** **National Transportation Safety Board Amendments Act of 1999**

*As ordered reported by the House Committee on Transportation and Infrastructure  
on September 23, 1999*

#### **SUMMARY**

The National Transportation Safety Board Amendments Act of 1999 would authorize the appropriation of \$194 million for the National Transportation Safety Board (NTSB) over the 2000-2003 period and would revise various NTSB policies and procedures. Certain fees collected by the NTSB would be classified as offsetting collections credited to appropriations. In addition, the bill would authorize the Inspector General of the Department of Transportation to conduct audits of the NTSB's financial management and business operations and would require the NTSB to reimburse the department for such costs. Finally, H.R. 2910 would direct the Federal Aviation Administration (FAA) to install a Terminal Doppler Weather Radar at Floyd Bennett Field in King's County, New York, if the Administrator finds it would enhance aviation safety.

Assuming appropriation of the specified amounts, CBO estimates that implementing H.R. 2910 would result in discretionary spending of \$194 million over the 2000-2004 period. The bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply. H.R. 2910 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

#### **ESTIMATED COST TO THE FEDERAL GOVERNMENT**

The estimated budgetary impact of H.R. 2910 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	1999	2000	2001	2002	2003	2004
<b>SPENDING SUBJECT TO APPROPRIATION</b>						
Spending Under Current Law						
Budget Authority <sup>a</sup>	53	0	0	0	0	0
Estimated Outlays	60	18	5	1	0	0
Proposed Changes						
Authorization Level	0	57	65	72	0	0
Estimated Outlays	0	52	64	71	7	0
Spending Under H.R. 2910						
Authorization Level <sup>a</sup>	53	57	65	72	0	0
Estimated Outlays	60	70	69	72	7	0

a. The 1999 level is the amount appropriated for that year.

## **BASIS OF ESTIMATE**

For the purposes of this estimate, CBO assumes that the amounts authorized by H.R. 2910 will be appropriated by the beginning of each fiscal year. Estimated outlays are based on historical spending patterns. CBO estimates that provisions classifying certain proceeds as offsetting collections would have no significant effect on discretionary spending.

CBO estimates that the Inspector General of the Department of Transportation would spend less than \$500,000 a year to conduct financial audits of the NTSB and that such costs would be funded from the amounts authorized in the bill for the board. Based on information from the FAA, CBO expects that a Doppler radar system will be installed at the Floyd Bennett Field under current law. Hence, we estimate that this provision would have no effect on discretionary spending.

**PAY-AS-YOU-GO CONSIDERATIONS:** None.

**INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT:** None.

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